

















I could not say what time elapsed between the time the anchor was let go and the time of the collision. I could not say how far

we were from the *Sagittaria* when the anchor was dropped. I could not tell the time of the collision. It took us from 2½ to 3 minutes to stop; when we experimented, going half speed ahead and then stopping, and we stopped in from 700 to 800 feet. (The Acting Attorney-General here put in the engineer's box.)

[illegible][illegible]

copied this from the log at the wharhouse. What I hint-stated is my own impression independently of the log. In examining the log that day the customer presented a note from the captain of the ship, which was the head of the vessel came round, everything that could possibly be done to prevent a collision was done. A similar incident has never happened before. I have not seen the log since.

Cross-examined by Mr. Byrton:—I know there is a current setting on each way. I know that at ebb tide there is a strong current running seaward. Did not know the ship was in the harbor. I saw some junks painting Northwards, but I did not know that they were moored. I was about half an mile away when the first saw the ship. I saw the ship and the junks and cannot say how soon after. The junks were anchored about midway between the *Saghalien* and the shore. The *Delpie* was moored at the wharhouse. With reference to the log, I do not know whether we could have swept the stern of the *Saghalien*, but I should not have done so had I been in command. I was not on the look-out. I did not use a telescope. I saw the ship and the junks. The junks were anchored, but I was observing

[illegible]

16th May.

The examination of witnesses was continued. Thomas Mortensen stated—I am second officer on board the *City of Pekin*. I have held the post of second officer on board the ship since the 1st of November last. I was stationed forward with the chief officer and one watch. We went on our stations just off the Nina Pina. I was on my go from that time till the collision occurred. I was on my go from that time till the collision occurred. I came into the harbor at about six knots. We slowed down before the collision occurred. I could not say at what part we slowed down. I do not know when we slowed down before the collision. We usually stop at the Hospital ship and then head for the buoy. We did so on this occasion. I noticed the *Sight*

[illegible]

Cross-examined by the Acting Attorney-General.

... ..

1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 26



Culture of the country, just as we in harm was  
do by the over-indulgence in such an fragrant  
-ed, as in England by drink or in China by  
opium. The Korean's pipe, which after whether  
long, was always kept going, and which was  
perpetually lit, was a great deal. Another great  
particularity was their dress, which had very long,  
broad sleeves, in which they carried almost  
anything. Some time ago, in order to do away  
with this sleaze nuisance  
a proclamation, in which he subjects to wear  
the dress of the country, and he himself adopted the inno-  
vation, but it was of no use; they still con-  
tinued to wear them. Mr. Charles concluded his  
lecture by briefly referring to the natural  
beauties of the country, of which the author was  
very much in favour.

As keenly aware as the

**MARINE COURT OF INQUIRY INTO  
THE LOSS OF THE STEAMER  
"S. BENTAN."**

The following are the narrative and findings of the court which sat at Singapore in the above case:—

**NARRATIVE.**

According to the evidence adduced to the Post Office, official No. 67,979, belonging to the Steamship of Singapore, sailed from Malacca at 5 p.m. on the 20th of March with a crew of 59 hands and about 140 passengers bound for Singapore. The official No. 67,979, was the Captain of the vessel, and was from Singapore at a quarter to 5 p.m. on the 29th of March with a crew of 26 hands and 50 passengers bound for Muar.

On the morning of the 31st, about 11.30 p.m. when about 5 miles S.E. of the Formosa Bank Light Ship, and steering a S.E. by E. at 8 knots, the Officer in charge of the *Bentan* sighted a bright light ahead and shortly afterwards, with all lights of his own vessel same into view. The *Bentan* was thereupon ported half a point, but as the other steamer continued to move directly on towards them the helm was again ported a point and a half.

When the *Rain Panang* was getting very close to the helm of the *Bentan* was put hard a-port, and about the same time the *Rain Panang* was put hard a-starboard, and the *Bentan* on the second point just astern of the *Rain Panang*. The vessels rounded the point together for a few seconds only, the *Rain Panang*

[illegible][illegible]

1. The Court also finds that the defendant, when according to the whole mass of evidence, with the single exception of the affidavits of the Master and the Mate, was opposed to all three lights of the *Peru*.

2. The Court also finds the said John Williams in default for failing to comply with items 16 and 17 of the Merchant Shipping Act of 1875 in rendering any assistance to the crew of the *Peru* in the event of any emergency occurrences to the Master of the reported vessel.

3. The evidence of the Master of the *Peru* regarding the supposed trifling nature of the damage done to the steamer *Peru* is not accepted by the Court. The Court is of opinion that the damage was of a serious nature, and it is a well-known fact that the vessel sustained a blow on her broad-side must necessarily sustain much greater injury than the vessel sustained on her stem.

4. The Court is clearly of opinion that the boulder duty of the Master of the *Peru*, in not heaving to, and in not stopping, and in not doing so he would have neither hazarded the lives of his crew nor the lives of his passengers.

Considerable allowance for the poor weather, and the darkness of the night, and the

which the Master was placed, the Court to no other decision than to cancel the state of John S. Harrison as Master, and Certificate is hereby cancelled.

— The Certificate of John Wilson, China, is herewith returned, but the Court opinion that as he was the only other

munitions with  
 very peaceful  
 ever, no place  
 been in vain for  
 the purpose of  
 the remains of art  
 iple were very  
 are kept in  
 ing, however,  
 out town, and  
 tied with regard  
 o show them  
 and they are  
 and the ex-  
 observed with  
 took off their  
 e other hand,  
 the more the  
 the fields with  
 try was in such  
 there had no  
 that there was  
 the horses  
 at the Korean  
 enough for the  
 e, and the  
 icials. The  
 e, sauce, beans  
 sort of samsoo  
 kenness was po

Officer on board he might have seen  
 endeavours to induce the Marquis to find  
 sinking ship, more especially as there  
 of water flowing into the  
 The certificates of the surviving  
 of the Benton are thus retraced.  
 The Court desires to direct the attor-  
 Government to take immediate steps for  
 boat accommodation in local passenger  
 and also to the necessity of making  
 through examination of watertight bul-  
 and sluices.

R. W. O'CONNOR,  
 Senior Magistrate,  
 EDWIN S. G. HILLIARD,  
 Lieut. R. N.  
 JOHN BLAIR,  
 Master Mariner.

The N. C. Daily News says a very heavy  
 wind, accompanied by rain, visited the  
 mouth of Shanghai on the night of the  
 10th inst., and lasted some four or five hours.  
 It was slight considering the violence of  
 was slight considering the violence of  
 only one or two people having been blown  
 also the tent erected in the Flower  
 close to shelter the Band. The violence  
 rough, and the sampan men refused to  
 passengers to the shore, and it is there  
 so that the sampan were compelled to  
 night on shore.

which the Minister was placed, the Court came to no other decision than to cancel the

age was also the thirteenth country. Bud-  
this time the

Officer on board he might have used his endeavours to induce the Master to stand by the sinking ship, more especially as there was no appearance of water flowing into the hold.

The Court desires to direct the attention of the Government to the insufficiency of life-boat accommodation in local passenger

and also to the necessity of making thorough examination of watertight bulkheads and sluices.

EDWIN W. G. HILLIARD, }  
Lieut. R. N. } N  
JOHN BLAIR, } A  
Master Mariner. }

The N. C. Daily News says a very heavy  
of wind, accompanied by rain, visited the  
ment at Shanghai on the night of the

and lasted some four or five hours. It was alight considering the violence of only one or two trees having been blown down. The tent erected in the Flower Garden to shelter the Band. The river

rough, and the sampan men refused passengers to the ships lying out in the bay, so that several men were compelled to sleep on shore.

1940

... ..